388

1,3040

DONATED BY Jno. L. Sayre and C. G.

# ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

# Lehigh Valley Railroad Company

TO THE

STOCKHOLDERS.

JANUARY 20th, 1874.

PHILADELPHIA:
WILLIAM F. MURPHY'S SONS, PRINTERS.
1874.

385

# ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

# Lehigh Valley Railroad Company

TO THE

STOCKHOLDERS.

*JANUARY 20th, 1874.*

PHILADELPHIA:
WILLIAM F. MURPHY'S SONS, PRINTERS.
1874.

# OFFICERS

OF THE

# Lehigh Valley Railroad Co.,

## JANUARY 20th, 1874.

---

*President,*

ASA PACKER.

*Vice-President,*

CHARLES HARTSHORNE.

*Treasurer,*

LLOYD CHAMBERLAIN.

*Secretary,*

JOHN R. FANSHAWE.

*Gen'l Superintendent and Chief Engineer,*

ROBERT H. SAYRE.

*Directors,*

CHARLES HARTSHORNE,
WILLIAM W. LONGSTRETH,
J. GILLINGHAM FELL,
JOHN TAYLOR JOHNSTON,
WILLIAM H. GATZMER,
DAVID THOMAS,
ASHBEL WELCH,
ARIO PARDEE,
WILLIAM L. CONYNGHAM,
WILLIAM A. INGHAM,
JOSEPH WHARTON,
GEORGE B. MARKLE.

# ANNUAL REPORT

OF THE

# LEHIGH VALLEY RAILROAD COMPANY.

JANUARY 20, 1874.

---

| | |
|---|---|
| THE total coal tonnage for the past year was | 4,172,366 Tons. |
| That for 1872 was | 3,877,719 " |
| Being a gain of | 294,647 " |

Included in the total tonnage was 28,026 tons of bituminous coal, being an increase of 425 tons over the amount of similar coal carried in 1872.

The annexed report of the Superintendent and Engineer gives the details of the business and equipment of the Road.

| | |
|---|---|
| The receipts from all sources (including interest from investments, income from coal lands, &c., &c.,) amounted to | $7,424,895 11 |
| Operating expenses of the Road, | 3,884,859 97 |
| Net income, | 3,540,035 14 |

The mortgage bonds issued by the Hazleton Coal Company outstanding at the date of our last report have been paid, and also the bonds issued under the old mortgage of this Company, amounting to $1,500,000, due May 1, 1873, and both mortgages have been discharged from the records.

It being thought very desirable to adopt a fixed financial

plan by which the capital account might be reduced to as simple a form of stock and debt as possible, the Board early in the year directed the preparation and execution of a mortgage providing for the issue of bonds in either of several forms to be called Consolidated Mortgage Bonds. This mortgage provides for the bonds authorized to be issued under the previous mortgages amounting to $11,000,000. To redeem these there are to be retained $12,000,000 of the new bonds, to be exchanged for the old ones or sold after they have been paid. In addition to these such an amount may be sold as may be required for the purposes of the Company, provided that the total amount of bonds outstanding, of all issues, shall never exceed the amount of the capital stock at the same time, and also that the total bonded indebtedness shall never exceed $40,000,000. This will leave in the Company's hands available at present about $12,000,000. A portion of this it was proposed to negotiate in the Autumn, but on the occurrence of the financial disturbances we immediately withdrew all negotiations, and no bonds have been issued under the mortgage. It is proposed to dispose of a limited amount during the current year if the prices to be obtained will warrant it. In order to meet the wishes of the various purchasers, and also to be enabled to place, if desirable, the new bonds upon the European market, the mortgage provides for the issue of either coupon, registered, annuity, or sterling bonds. The annuity bonds constitute entirely a new feature in the American market, and when once issued form a permanent investment similar to irredeemable ground rents so well understood in Philadelphia, and cannot be called in by the Company, nor payment demanded by the holder. They have been prepared with a view to meet what is considered a want in this country, and are expected to be sought after by parties desiring permanency in their securities, and by institutions to whom such investments would appear to be very desirable. By a provision of the mortgage the other forms of bonds can by mutual agreement be changed into annuity bonds.

At the close of our fiscal year (November 30, 1873), our capital account was as follows:

| | |
|---|---|
| Preferred and Common Stocks, (438,337 shares), | $21,916,850 00 |
| Scrip for instalments received, | 1,305,596 25 |
| Six per cent. bonds, (coupon and registered), due in 1898, | 4,875,000 00 |
| Seven per cent. registered bonds, due in 1910, | 6,000,000 00 |
| Floating debt, less cash on hand, | 1,837,643 23 |
| Total, | $35,935,089 48 |

The usual quarterly dividends amounting to ten per cent. per annum, have been paid on the Preferred and Common stocks.

Our investments in connecting railways and interests acquired in coal property, &c., &c., not including the valuable coal lands derived by merger from the Beaver Meadow and Hazelton Companies, amount at cost price to over thirteen million dollars, and are worth, at present market rates, a much larger sum. This is more than sufficient to discharge all our bonded and other indebtedness, leaving the road and equipment to be represented by the stock alone.

Work on the line of the Easton and Amboy Railroad, was carried on vigorously during the year, until the end of September. At that time it was determined to suspend construction on all the lighter parts of the work which could be completed at any time in a few months, but the work on the tunnel and on all the heavy portions has been carried on without interruption. We had expended upon this work, up to the close of our fiscal year, about $2,800,000.

The business of the Pennsylvania and New York Canal and Railroad Company requiring greater facilities, a considerable amount has been expended upon double track and other improvements, as will appear by the annexed report of that Company. The importance of this line to the interests of our Company increases every year, and it is also becoming a source of direct income, by the dividends earned upon its preferred stock, of which we own $3,477,400.

We have made no considerable increase in our interests in coal lands during the past year. The following statement shows the number of acres owned or controlled by us, and the tonnage in 1873, viz.:

| | Acres. | Tons mined. |
|---|---|---|
| In Mahanoy and Shamokin District, - - | 16,886 | 682,836.16* |
| " Hazelton " - - | 8,570 | 330,855.18 |
| " Wyoming " - - | 6,934 | 256,043.13 |
| Total, - - - - - | 32,390 | 1,269,736.7 |

The policy of the Company has always been to encourage developement by private parties, and in a great degree reserve our own lands for future workings.

There has been no change in the Board or general officers of the Company during the past year.

By order of the Board.

ASA PACKER,

*President.*

* A portion of this tonnage is sent to market at present by other routes.

OFFICE OF THE
Superintendent and Engineer Lehigh Valley Railroad Co.
*Bethlehem, Penn'a, Jan.* 15, 1874.

To the Hon. Asa Packer,
President of the L. V. R. R. Co.

DEAR SIR:—The following report of the business of the Lehigh Valley Railroad, for the fiscal year ending November 30, 1873, is respectfully submitted.

The total amount of anthracite coal transported over the main line and branches was in excess of any previous year, and amounted to 4,144,340 tons, an increase of 294,222 tons over last year.

This coal was derived from the following sources:

| From | 1872. | 1873. | Increase & Decrease. |
|---|---|---|---|
| Wyoming Region | 508,933 | 881,628 | 372,695 |
| Hazleton " | 2,192,877 | 2,123,098 | *69,779 |
| Upper Lehigh " | 3,090 | 2,975 | *115 |
| Beaver Meadow" | 756,564 | 629,571 | *126,993 |
| Mahanoy " | 385,971 | 503,802 | 117,831 |
| Mauch Chunk " | 2,683 | 3,266 | 583 |
| Totals | 3,850,118 | 4,144,340 | 294,222 |

The coal transported has been very regular throughout the year, except during the last six weeks, and at slightly increasing rates from May to October.

The financial crash of September had the effect of reducing shipments of coal, and particularly to the furnaces. The weak

*Decrease.

and declining condition of the iron market, previous to the panic, made the effect of the latter particularly disastrous to that interest. Many of the blast furnaces were blown out, the rolling mills ceased operations, and the Bethlehem steel works, just ready to commence the manufacture of rails, were, for the want of orders, unable to do any more than test their works experimentally. Our local business has felt the unfavorable effects of this depression in a branch of industry which is so intimately connected with the coal and transportation interests of our road.

The number of tons transported one mile was 7.17 per cent. in excess of last year, and the increased rate received per ton per mile was $\frac{134}{1000}$ per cent. As compared with the rate per mile in 1871, it is $\frac{141}{1000}$ of a cent less.

During the same period there were transported 1,096,820½ passengers, equal to 16,478,563 carried one mile, being an increase over the previous year of 128,970½, equal to 1,635,278 carried one mile, or an increase of 9.92 per cent.

The receipts from passengers, express, and mail, show an increase of $38,162 11, or 8.12 per cent.

Miscellaneous freight transported amounted to 2,228,856.09 tons, equal to 66,452,850.65 tons transported one mile, an increase of 3,458,098.95 mile tons, or 5.2 per cent. The increase of receipts was $79,275 88, or 6.28 per cent.

| From transportation of | Gross receipts. | Expenses. | Net receipts. |
|---|---|---|---|
| Coal | $4,860,906 68 | $2,829,679 17 | $2,031,227 51 |
| Freight | 1,341,985 03 | 759,437 37 | 582,547 66 |
| Passenger, express, and mail | 507,672 86 | 295,743 43 | 211,929 43 |
| Tota'ls | $6,710,564 57 | $3,884,859 97 | $2,825,704 60 |
| 1872 | 5,982,949 48 | 3,869,686 98 | 2,113,262 50 |
| Increase | 727,615 09 | 15,172 99 | 712,442 10 |
| Increase per cent | 12.16 | .39 | 33.71 |

There are now in use, including all Divisions of the Road and Branches, 141.66 miles of single track, and 90.11 miles of double track, in addition to which there are 14.14 miles of second track laid but used as sidings, and 126.09 miles of siding, making the whole length of track laid 462.11 miles, being an increase during the year of 6.03 miles.

There are also on the main line and all the branches 7.04 miles of grading completed and ready for the track, as follows:

| | | |
|---|---|---|
| On Eastern Division | .51 | miles. |
| On Wyoming Division | 5.20 | " |
| On Hazleton Division | 1.13 | " |
| On Beaver Meadow | .20 | " |
| Total | 7.04 | " |

The following materials were used for repairs and construction.

| DIVISION. | Steel Rails. | Iron Rails. | Switch Fram's | Frogs. | Cross Ties. | Splices. | Kegs of Spikes. |
|---|---|---|---|---|---|---|---|
| Eastern | 1,642 | 3,075 | 73 | 111 | 92,215 | 4,318 | 514 |
| Wyoming | 1,0 6 | 308 | 10 | 41 | 32,749 | 1,564 | 220 |
| Hazleton | 1,424 | 2,732 | 63 | 98 | 39,896 | 4,186 | 331 |
| Beaver Meadow | 12 | 1,686 | 16 | 46 | 23,896 | 905 | 158 |
| Mahanoy | ..... | 2,232 | 6 | 44 | 24,304 | 2,077 | 184 |
| Total | 4,084 | 10,033 | 168 | 340 | 213,060 | 13,050 | 1,407 |
| P. N. Y. R. R.— Wilkesbarre to L. and B. Junction | ..... | 393 | 12 | 33 | 12,825 | 1,225 | 161 |

## CONSTRUCTION.

The whole amount charged to Construction during the year was only $9,307.

There were charged to expenses the following items, a portion of which might, with propriety, have been charged to construction.

| | |
|---|---|
| Iron and Steel Rails and Joint Plates | $275,969 43 |
| Cross Ties | 116,957 08 |
| Frogs and Switches | 25,462 09 |
| Packerton Water Works | 12,210 45 |
| Right of Way | 2,507 20 |
| Widening Turn Hole Cut | 5,193 49 |
| New Engine Houses at Packerton and Coxton | 21,726 26 |
| New Machinery for Shops | 13,105 98 |
| New Freight House at Hazleton | 4 156 31 |
| New Pattern Shop at Weatherly | 4,529 23 |
| New Coal Platforms | 5,099 32 |
| Grading New Sidings and Tracks | 1,761 44 |
| Retaining Walls | 6,989 06 |
| Total | $495,667 34 |

## RAILS.

We have relaid track with steel rails during the year, and have now in use as follows:

| MILES OF STEEL TRACK. | On last report | Relaid this year. | Total now in use. |
|---|---|---|---|
| On Eastern Division | 48.20 | 4.15 | 52.35 |
| On Wyoming Division | 29.20 | 2.75 | 31.95 |
| On Beaver Meadow Division | 14.32 | ..... | 14.32 |
| On Hazleton Division | 1.40 | 4.02 | 5.42 |
| Total Miles | 93.12 | 10.92 | 104.04 |

The steel rails laid on Beaver Meadow Division, in May, 1864, are still in the track, and present much the same appearance as at last report.

Several steel rails of more recent purchases have broken during the year, mainly through the holes punched for splice bolts.

In future purchases these holes will be drilled, to avoid the danger of breakage.

### BUILDINGS AND BRIDGES.

Old water stations have been replaced by new ones at Lehigh Gap, Packerton, and Fairview.

New tanks have been erected at Sugar Notch, Hazleton, and Slatedale.

Wooden stringer bridges have been replaced by iron girders as follows:

No. 4 at Chain Dam.
No. 5 at Freemansburg.
No. 13 at Laury's.

The wooden truss bridges at Drake's Creek and Stony Creek have been renewed.

The new dam at Packerton, spoken of in last report, has been built, and a new brick engine house commenced at that place with stalls for 14 engines.

A new wharf has also been built for storing coal and supplying it to engines at that place; and an addition built to the Depot at Catasauqua.

At Hazleton a new freight depot has been built and is in use, and the old depot at that place, formerly used for both passengers and freight, has been changed to a passenger depot only.

A rustic depot for passengers has been built at Onoko, and the Glen has been opened for travellers.

A new brick building has been erected at Weatherly to be used for making and storing patterns.

EQUIPMENT.

Our locomotive equipment has been increased during the year as follows:

| | |
|---|---|
| Engines purchased, | 6 |
| " built at our own shops, | 7 |
| Total, | 13 |

We have increased our stock of cars as follows:

*Built at our own Shops.*

| | |
|---|---|
| Baggage and Express Cars, | 4 |
| Wreck and Tool Cars, | 3 |
| Four-wheeled Caboose Cars, | 1 |
| Eight-wheeled " " | 2 |
| Stock Cars, | 10 |
| Eight-wheeled Gondola Cars, | 50 |
| Four-wheeled Coal Cars, | 1,014 |

*Purchased from L. V. Freight Co.*

| | |
|---|---|
| Eight-wheeled House Cars, | 249 |
| Four-wheeled " " | 1 |
| Eight-wheeled Caboose Cars, | 2 |
| Six-wheeled " " | 2 |
| Stock Cars, | 2 |
| Eight-wheeled Platform Cars, | 2 |

*Purchased by Contract.*

| | |
|---|---|
| Four-wheeled Coal Cars, | 500 |

In addition to which there were built at Packerton shops during the year, 392 new coal cars, to supply the place of the same number of old ones broken up; 22 platform cars, to take the place of the same number out of service; 50 new gondola cars for P. & N. Y. C. & R. R. Co.; 2 gondola and 2 house cars for Montrose R. W. Co.; and 50 mine cars for Luzerne Coal & Iron Co.

OUR EQUIPMENT IS NOW AS FOLLOWS:

| | |
|---|---|
| Engines of all classes, | 194 |
| Passenger Cars, | 44 |
| Baggage and Express Cars, | 29 |
| Gravel Cars, | 69 |
| Eight-wheeled House Cars, | 449 |
| Four-wheeled House Cars, | 1 |
| Wreck and Tool Cars, | 12 |
| Four-wheeled Platform Cars, | 13 |
| Four-wheeled Caboose Cars, | 3 |
| Eight-wheeled " " | 20 |
| Six wheeled " " | 2 |
| Stock Cars, | 12 |
| Eight-wheeled Platform Cars, | 388 |
| Eight-wheeled Gondola Cars, | 264 |
| Six-wheeled Platform Cars, | 100 |
| Lime Cars, | 44 |
| Four-wheeled Coal Cars, | 17,210 |

The work of construction upon the Easton and Amboy Railroad has progressed as rapidly as circumstances would permit, but has been much retarded by the entirely unexpected difficulties encountered at the tunnel through Musconetcong Mountain, which will defer the anticipated time of completion from nine to twelve months.

At the date of last report the heading in east end of tunnel had progressed 200 feet, the slope at west end had been sunk to grade of heading, and about 20 feet of the heading driven eastward. The necessary compressors and drills were procured as rapidly as possible, but the delays incident to new and untried machines involved annoying detentions, and costly working on the part of the contractor, to overcome them; these he met determinedly, however, and the work in the east heading proceeded regularly and without serious interruption through a gneiss rock of extreme hardness, and at this date the heading has been driven 1,220 feet, making the advance for the year 1,020 feet, or 85 feet per month. The enlargement was started in February, but was stopped about the 15th of March, and resumed again about the middle of May, since

which time it has been continuously driven, and at this date has advanced 622 feet.

Additional compressors and drills have been ordered, which will, it is believed, be ample to drive the heading 110 feet, and the enlargement 115 feet per month.

The work from foot of slope proceeded both east and west through limestone, and on the 7th of May, when about 125 feet had been driven westwardly, and 325 feet eastwardly—the last 75 feet so loose as to require timbering—a heavy vein of water was struck, which seriously interrupted the work.

In order to expedite the work, a shaft was started near the proposed west end of the tunnel, and when down to a proper level a heading was started eastwardly, and a drift subsequently driven from the shaft to the open cut enabled us to drain the work, and overcome the difficulties.

On the first of January we had less than 2,400 feet between headings, and should no unforseen difficulties occur, the work should be completed in 1874. The other heavy points on the line are being pressed vigorously, while much of the light work was suspended in October last, to be resumed in the spring.

A number of miles are already graded, cross-ties are being provided, the rails are contracted for, and as early as practicable in the spring, track laying will be commenced.

The material for the wharves at Perth Amboy has been contracted for, most of the piles for two wharves have been driven, over 800,000 feet of southern pine for coal trestling delivered, and the necessary grading for the tracks is well advanced. Up to the end of our fiscal year there has been expended on graduation and masonry $1,956,919.38, and for right of way and real estate, $840,276.57.

My acknowledgments are due to the skill, energy, and fidelity of my several assistants and employees generally.

Very respectfully,

ROBERT H. SAYRE,

*Superintendent and Engineer.*

*Tabular statement of the tonnage, receipts, and other details of the business of the Lehigh Valley Railroad, from its opening to November 30, 1873.*

| YEAR. | Total Coal Tonnage. | Total Receipts. | Net Receipts. | Locos. | Coal Cars. | Miles of main road. | YEAR. |
|---|---|---|---|---|---|---|---|
| 1855..... | 8,482.16 | $17,281 63 | $7,050 45 | 4 | ..... | 46 | 1855 3 mo |
| 1856..... | 165,740.00 | 242,512 61 | 98,928 65 | 10 | ..... | 46 | 1856 |
| 1857..... | 418,235 03 | 441,187 46 | 268,724 87 | 15 | 1,114 | 46 | 1857 |
| 1858..... | 471,029.10 | 442,015 35 | 247,371 59 | 15 | 1,117 | 46 | 1858 |
| 1859..... | 577,651.10 | 525,866 48 | 313,893 58 | 19 | 1,317 | 46 | 1859 |
| 1860..... | 730,641.17 | 679,908 59 | 342,039 54 | 21 | 1,473 | 46 | 1860 |
| 1861..... | 743.671 18 | 679,491 30 | 358,153 65 | 21 | 1.539 | 46 | 1861 |
| 1862..... | 882,573.14 | 856,054 53 | 448,501 71 | 28 | 1,797 | 46 | 1862 |
| 1863..... | 1,195,154 18 | 1,370,075 80 | 780,976 36 | 29 | 2,280 | 46 | 1863 |
| 1864..... | 1,466,794.02 | 2,411,917 69 | 1,406,782 15 | 53 | 5,099 | 87 | 1864 |
| 1865..... | 1,687,462.00 | 3,238,337 06 | 1,873,881 05 | 58 | 5,199 | 87 | 1865 |
| 1866..... | 2,037,714.07 | 3,711,574 73 | 1,963,010 23 | 86 | 6,441 | 127 | 1866 |
| 1867..... | 2,080,156.16 | 3,641,136 08 | 1,844,601 20 | 90 | 6,980 | 158 | 1867 |
| 1868..... | 2,603,102.11 | 4,270,649 70 | 1,769,35 01 | 117 | 9,084 | 189 | 1868 |
| 1869..... | 2,310,170.08 | 4,925,061 06 | 2,104,010 69 | 136 | 10,904 | 189 | 1869 |
| 1870..... | 3,608,586.13 | 5,938,167 48 | 2.320,760 10 | 158 | 12,729 | 194 | 1870 |
| 1871. ..... | 2,889,074.03 | 5,290,724 65 | 1,828,694 87 | 171 | 14,054 | 202 | 1871 |
| 1872..... | 3,850,118.09 | 5,982,949 48 | 2,113.262 50 | 181 | 15,696 | 202 | 1872 |
| 1873..... | 4,144,339.18 | 6,710,564 57 | 2,825,704 60 | 194 | 17,210 | 202 | 1873 |
| TOTALS... | 31,870,700 13 | $51,375,506 25 | $22,915,703 80 | ..... | ..... | ..... | ..... |

# REPORT

OF THE

# PENNSYLVANIA AND NEW YORK CANAL

AND

# Railroad Company.

# OFFICERS

OF THE

# Pennsylvania and New York Canal and Railroad Co.

---

*President,*

ROBERT H. SAYRE.

*Treasurer,*

CHARLES HARTSHORNE.

*General Superintendent,*

ROBERT A. PACKER.

*Directors,*

ASA PACKER,
WILLIAM W. LONGSTRETH,
CHARLES HARTSHORNE,
ROBERT A. PACKER,
VICTOR E. PIOLLET,
GARRETT B. LINDERMAN,
J. HENRY SWOYER,
JOHN J. TAYLOR,
ROBERT LOCKHART,
JOHN W. HOLLENBACK,
WILLIAM H. SAYRE,
JOSEPH WHARTON.

# REPORT

To the Stockholders of the Pennsylvania and New York Canal and Railroad Co.

The managers submit the following report:

The earnings for the year ending November 30, have been

| From | Railroad. | Canal. |
|---|---|---|
| Coal transportation | $859,221 18 | $1,242 45 |
| Freight " | 411,778 99 | |
| Passenger, express, and mail | 192,276 20 | |
| Sullivan and Erie Railroad | 20,471 30 | |
| Miscellaneous | 2,058 16 | |
| Total gross earnings | $1,485,805 83 | $1,242 45 |
| Expenses | 1,035,053 91 | 3,632 94 |
| Net earnings | $450,751 92 | Loss. $2,390 49 |
| Total net earnings | $448,361 43 | |

Against which has been charged:

| | | |
|---|---|---|
| Interest on bonds | $204,813 00 | |
| State and local taxes and interest | 47,347 34 | |
| | | $252,160 34 |
| Leaving balance | | $196,201 09 |

A dividend of 7½ per cent. on preferred stock up to January 1, 1872, payable in cash, and amounting to $150,000, has been declared, and the balance carried to profit and loss account.

The total net earnings for the year show an increase of $36,844 37, or 8.9 per cent.

Total amount of anthracite and bituminous coal transported by rail for the years 1872 and 1873:

| Kind. | 1872. | 1873. | Increase & Decrease. | |
|---|---|---|---|---|
| Anthracite | 580,937.16 | 685,373.15 | Inc. | 104,435.19 |
| Bituminous | 337,191.15 | 294,868.05 | Dec. | 42,323.10 |
| Totals | 918,129.11 | 980,242.00 | Inc. | 62,112 09 |

In the following statement the sources from which the anthracite was received, and the respective amounts from each region, are compared with the year 1872:

| From | 1872. | 1873. | Increase & Decrease | |
|---|---|---|---|---|
| Wyoming Region | 521,019.12 | 644,097.14 | Inc. | 123,078.02 |
| Hazleton " | 8,131.08 | 4,741.09 | Dec. | 3,389.19 |
| Beaver Meadow " | 622.08 | 1,177.16 | Inc. | 555.08 |
| Mahanoy " | 31.01 | 88.18 | Inc. | 57.17 |
| Sullivan & Erie " | 51,133.07 | 35,267.18 | Dec. | 15,865.09 |
| Totals | 580,937.16 | 685,373.15 | Inc. | 104,435.19 |

Distributed as follows:

| | | | | |
|---|---|---|---|---|
| On line of road | 24,500.03 | 30,776.10 | Inc. | 6,276.07 |
| To S. Central Railroad | 110,739.03 | 155,192.18 | Inc. | 44,453.15 |
| To Ithaca and A. Railroad | 90,670.10 | 145,448.16 | Inc. | 54,778.06 |
| To Lacka. and B. Railroad | 1,100 04 | 1,443.05 | Inc. | 343.01 |
| To Lehigh Valley Railroad | 40,001.05 | 24,004.13 | Dec. | 15,996.12 |
| To Erie Railway at Waverly. | 250,944.18 | 242,383.06 | Dec. | 8,561.12 |
| " for Watkins. | | 13,280.10 | Inc. | 13,280.10 |
| By 3d rail to Elmira, &c. | 38,872.11 | 46,816.03 | Inc. | 7,943.12 |
| To P. & N. Y. R. R. use of Co. | 24,109.02 | 26,027.14 | Inc. | 1,918.12 |
| Totals | 580,937.16 | 685,373.15 | Inc. | 104,435.19 |

The bituminous coal was derived from the following sources:

| From. | Tonnage. |
|---|---|
| *Barclay Region.* | |
| Towanda Coal Co., | 214,669 14 |
| Fall Creek Co., | 79,814 02 |
| *Northern Central Railway.* | |
| Gas Coal, | 384 09 |
| Total, | 294,868 05 |

And was distributed as below:

| | |
|---|---|
| On line of road, | 1,262 12 |
| To Southern Central R. R., | 22,557 10 |
| To Ithaca & Athens R. R., | 548 18 |
| To Lehigh Valley R. R., | 1,179 19 |
| To Erie Railway, | 269,201 02 |
| To P. & N. Y. R. R. for use of Co., | 118 04 |
| Total, | 294,868 05 |

The coal tonnage on canal this year was 32,217 tons, which was put in just above Wilkesbarre, and cleared south from that point.

The anthracite tonnage by rail continues to increase steadily, and while not so large this year as anticipated, we are satisfied with it in view of the heavy falling off in tonnage for the last two months of the year, occasioned by the great derangement of the finances of the country.

The bituminous tonnage shows a considerable reduction, but it is confidently expected that during the coming year there will be a considerable increase from the new mines opened upon Carbon Creek in the Barclay region.

Considerable progress has been made toward completing the second track between Towanda and Waverly, and nearly all of it would have been completed, but for the suspension of all work upon it in September.

The total number of miles of track now laid and in use,

including main track, second track, sidings, and branches, is 169.44, an increase for the past year of 12.61 miles. 5.04 miles of the whole is laid in the State of New York at Waverly and Elmira.

Our equipment has been increased during the past year by the purchase of 20 new stock cars, 100 new house cars, 50 new gondola cars, and by 19 new coal cars built at Waverly shop; in addition to which 62 new coal cars of standard pattern have been built to take the place of the same number of old cars condemned and broken up. The number of locomotives has not been increased since last report, but we have continued the practice of renting what were necessary from the L. V. R. R. Co. It is proposed, however, to purchase from said Company what we require, and thus simplify the accounts of both Companies and avoid vexatious questions constantly arising.

The equipment of the road is now as follows :

| | |
|---|---|
| 18 Locomotives. | 70 Stock cars. |
| 2 Passenger cars. | 800 4-wheel coal cars. |
| 257 Gondola and flat cars. | 31 Gravel cars. |
| 231 Box or house cars | 18 Caboose cars. |
| 2 Derrick cars. | |

and a full supply of hand-cars and trucks for repairs of track.

A new and substantial frame depot, 16 by 60 feet, has been erected at Rummerfield Station.

The new passenger house at Sayre (Southern Central junction) was occupied in the spring, and all transfer of passenger and express matter between our road and the Ithaca and Athens, and Southern Central Railroads, are made at that point. The transfer of freight continues as heretofore to be made at Athens.

The brick round-house at Sayre is so far completed as to allow its occupation, and arrangements have been made for the lease of one stall each, to the Ithaca & Athens, and Southern Central Railroads.

A commodious passenger house has been built at Pittston, where it was much needed.

Four new water stations have been built at various points on the line. A considerable expenditure will have to be incurred to insure an adequate supply of pure water at Sayre, Towanda, and Coxton.

The round-house and shops at Wilkesbarre are now occupied, and will facilitate materially the necessary repairs of locomotives. They are all built of brick, and are substantial and convenient, and so arranged as to be extended on present plan. So much of the round-house as is necessary to hold thirteen locomotives, is completed. . A brick machine shop, 124 feet wide and 178 feet long, with brick engine and boiler house, 45 feet long and 24 feet wide, attached, and a brick blacksmith shop, 110 feet long and 62 feet wide, have been completed and are in use.

The shops are furnished with engine and boilers, together with two 40 feet drop tables, the necessary lathes, planers, boring mill, and other tools and supplies to the value of about $60,000.

There has also been built a large coal platform for coaling engines, and a water tank 20 feet in diameter and 20 feet high. The latter is supplied with water from the reservoir at prospect shaft, carried 5,200 feet in cast iron pipes of three and four inches diameter.

During the past year there has been material improvement made in the alignment of our road, and considerable progress has been made in grading for second track, which will be continued from time to time as the necessities of our business require. A re-location of much of the line has been made, and the new work done upon the revised line. There is now graded and ready for the track at Ransom 2,700 feet, at Falls 2,000 feet, at McKune's 1,000 feet, at the Guard Lock 1,500 feet, which takes out two 12 degree curves, and substitutes one $2\frac{1}{2}$ degree curve; at Skinner's Eddy 500 feet, at Frenchtown, Narrows 2,000 feet, dispensing with curves of from 1° to 5°.

The grading for change of track on approach to bridge at

Towanda, 1,800 feet long, is nearly completed, and masonry and iron bridge of 45 feet span for over crossing of public road is done. This grading involved the removal of about 60,000 cubic yards of material, all of which was used in filling up trestling at Wysauking and widening out for second track. By this change we reduce the curve from 12 degrees to 8 degrees, and avoid the dangerous crossing of main line near the end of the bridge, by the branch to Barclay Railroad.

Near Ulster 1,100 feet is graded; between Ulster and Milan 8,500 feet of second track has been graded, and between Milan and Athens 6,100 feet is ready for the track.

In addition to this there has been graded and laid at Horse Race Dam 4,000 feet, thereby avoiding the reverse curves of 12 and 14 degrees across the inlet lock, substituting a $1\frac{1}{2}$ degree curve and reducing the grade from .35 per 100 feet to .15 per 100 feet, thus removing the hardest pull in the road for northward bound trains. Second track has been graded and laid from near 187 mile post, running north to Sugar Creek, a distance of 7,670 feet, reducing maximum curves from $4\frac{1}{2}$ to $2\frac{1}{2}$ degrees, and substituting an embankment for a bridge across the bed of the old canal. Second track is finished from near mile post 189 northward, a distance of 16,360 feet, reducing the maximum curves from 5° to 3° 20′. From Soper's Lock, north, the second track is completed for 5,000 feet. Above Ulster, second track is laid for 8,500 feet, and is being used for main track, the other track being improved in alignment and grade. This leaves but about three miles of grading to do and 7.8 miles of track to lay to complete the second track between Towanda and Waverly Junction.

At a number of points it has been found cheaper in construction and a much better line has been obtained by entirely changing the location of the road bed. At all these points the right of way has been obtained or compensation agreed upon. These improvements could only be made after the abandonment of the canal, as the new location crosses and recrosses it frequently.

At Wyalusing a long trestle work across the flat has been filled, and the bank is nearly wide enough for second track.

Second track laid the past year, 6.14 miles, graded and ready for the track 6.1 miles. Improvements in main line finished and running 1.32 miles. Sidings graded and track laid, 4.12 miles.

Our track has been kept in good repair, and no serious accidents have occurred from defects in it. Much of the iron shows signs of wear, however, and will require renewal the coming year. There were used in repairs last year 66,764 cross ties, 2,552 iron rails, and 127 steel rails; these latter were laid about one year ago on the grade approaching Waverly coal pockets. As yet they show no effects of the heavy service; the iron rails in use at this point required renewal annually.

Most of the old aqueducts and bridges of the abandoned canal above Pittston have been taken down, and such of the timber as was fit for use made available for other purposes.

The stone from the locks has been used for masonry when required, and we have a large amount for future use.

The dam in Chemung River has been removed, and work commenced on the Towanda Dam late in the season, with a view of opening a passage for rafts through it. High water prevented the accomplishment of the object. A passage for rafts has been opened in Horse Race dam. The removal of the dams will involve rebuilding the masonry of Athens and Towanda Bridges, unless some plan can be devised for preventing the decay of the timber foundations upon which the masonry rests.

We have continued to do the transportation business on the Sullivan & Erie R. R., and have received as our proportion of receipts $20,471.30, showing a decrease of $5,157.27 as compared with last year.

The coal traffic to the Ithaca & Athens R. R., and the Southern Central R. R., shows a marked improvement, the former having increased 54,778 tons, and the latter 44,454 tons. The amount of coal transferred to the Erie Railway at

Waverly shows a decrease of 8,562 tons, but this is more than made up by shipments to Watkins and other points on the road, the whole increase to Erie Road being 12,662 tons. At the date of last report it was confidently hoped that arrangements had been made by that Company to lay a third rail on portions of their road, and narrow up other portions, so as to give us a uniform gauge of track from the mines to Rochester and Buffalo, and thus largely increase our facilities, and their receipts; but up to this time no visible results have followed.

The Cayuga Lake R. R., connecting the Ithaca & Athens R. R. at Ithaca with the New York Central at Cayuga, was opened in February last, but was soon thereafter damaged by floods to such an extent that business was not resumed until July, since which time they have transported coal in considerable quantities to Rochester, Charlotte, and other points in Western New York.

The Geneva & Ithaca R. R., connecting with the I. & A. R. R. at Ithaca, and with the New York Central at Geneva, and running through the fertile district of country lying between Cayuga and Seneca Lakes, was completed in November, but as yet little business has been done. It will, however, open a new field to be supplied with coal, and will contribute its quota of cattle, grain, and other products for transportation to market.

The Montrose R. W. is not yet completed, some two miles of track still remaining to be laid. Trains have been running upon the part finished a portion of the year, and we have delivered to them for distribution on their line 2,724 tons of coal.

Our present investment in property at Buffalo amounts to $336,000, of which $182,000 is in the stock, and $64.000 in the obligations of the Buffalo Creek Railroad Company, being $\frac{78}{100}$ of the entire interest; and $90,000 in Lehigh Coal Locks. Neither of these interests have as yet proven directly remunerative, but the enhancing value of the property secured will,

it is believed, ultimately make full return, while the road has furnished such facilities for our northern coal traffic as could, with difficulty, be provided in any other way.

During the past year a temporary connection between the New York Central Railroad and Buffalo Creek Railroad has been completed, and an interchange of business is now had with the Erie, New York Central, Lake Shore, Buffalo New York and Philadelphia, and Buffalo and Jamestown roads.

The total length of track laid, including sidings, is 7¾ miles. Two locomotives, required to do the transportation, have been purchased from Pennsylvania and New York C. and Railroad Company.

The earnings for the year ending November 30 were $19,964,60; the operating expenses $21,594.44, and taxes, including special assessments for street improvements, $15,505.61; making total expenses $37,100.05. An increase in rates of transportation should be made upon the opening of lake navigation, which, with an increase of tonnage, will, it is hoped, pay the actual expenses of conducting the business. The property is a valuable one, worth all it has cost, and could be sold, if desired, at an advance upon its cost. It is, however, indispensable that we should have such access to the harbor of Buffalo as nothing but a large ownership of the road and docks could give us.

By order of the Board,

ROBERT H. SAYRE,
*President.*

# RECEIPTS FROM PASSENGER TRANSPORTATION

## FOR THE YEAR ENDING NOVEMBER 30, 1873.

| FROM | 1872. | | 1873. | |
|---|---|---|---|---|
| | No. of Passeng'rs | AMOUNT. | No. of Passeng'rs | AMOUNT. |
| Elmira Station, Wellsburg " Chemung " } On Erie Railway, 3d rail | 11,180½ | $11,614 74 | 11,226 | $14,180 80 |
| Waverly " | 403 | 340 51 | 439½ | 391 48 |
| Sayre " | 366½ | 263 42 | 354 | 239 18 |
| Athens " | 12,461½ | 8,621 11 | 12,875½ | 8,341 03 |
| Ulster " | | | 1,129 | 805 81 |
| Towanda " | 15,744 | 5,538 94 | 13,989 | 4,890 67 |
| Lowor " " | 5,522 | 2,106 26 | 5,023½ | 2,083 52 |
| Wysanking " | 27,581 | 20,896 93 | 24,618½ | 19,932 61 |
| Standing Stone Station | 552 | 343 89 | 2,711 | 1,631 71 |
| Wyalusing " | 2,440½ | 1,735 06 | 2,461½ | 1,742 57 |
| Laceyville " | | | 1,204½ | 534 30 |
| Skinner's Eddy " | 7,126½ | 5,018 49 | 6,497½ | 4,884 01 |
| Meshoppen " | 4,983½ | 2,835 39 | 4,893 | 3,040 29 |
| Mehoopany " | 4,024½ | 1,935 72 | 2,787½ | 1,484 59 |
| Tu khannock " | 7,926 | 4,171 12 | 7,439½ | 4,196 83 |
| Falls " | 5,237 | 2,707 04 | 4,792 | 2,546 40 |
| Lacka. Junction " | 15,559 | 8,161 04 | 16,868 | 9,700 73 |
| Lehigh Valley R. R. | 3,508½ | 1,452 59 | 3,673½ | 1,518 47 |
| Central R. R. of New Jersey | 2,015 | 2,642 20 | 6,816 | 8,195 53 |
| Dela., Lacka., and W. R. R. | 14,123½ | 17,695 10 | 16,714 | 19,961 61 |
| North Penna. R. R. | 703 | 1,252 99 | 709½ | 1,281 88 |
| Philadelphia and Reading R. R. | 30 | 59 68 | 377 | 523 85 |
| Southern Central R. R. | 1,333½ | 2,945 66 | 1,465½ | 3,334 27 |
| Ithaca & Athens R. R. | 116 | 172 94 | 131 | 251 68 |
| Erie Railway | 4,486½ | 3,244 09 | 3,499 | 3,047 93 |
| Michigan Central R. R. | 2,451½ | 1,108 16 | 4,649½ | 1,872 78 |
| Milwaukeo & St. Paul R. R. | 8,469½ | 16,783 80 | 7,604 | 16 170 65 |
| Phila., Wilm., & Balt. R. R. | 471 | 762 49 | 232½ | 457 69 |
| Atlantic & Great Western Railway | 3 | 6 00 | | |
| Northern Central Railway | 66 | 176 62 | 15 | 27 71 |
| Great Western Railway of Canada | 100 | 202 12 | 190½ | 410 60 |
| Illinois Central R. R. | 88 | 70 40 | | |
| Hannibal & St Joseph R. R | 213 | 364 39 | 175 | 392 75 |
| Flint & Pere Marquotte R. R. | 12½ | 24 67 | 14½ | 29 03 |
| Central Pacific R R | 57 | 87 91 | | |
| Pennsylvania R R | 12 | 26 43 | 20 | 44 40 |
| Lake Shore & M. S. Railway | 7 | 14 00 | 24 | 48 42 |
| Chicago & N. West Railway | | | 103½ | 201 84 |
| Grand Trunk Railway | | | 46½ | 104 05 |
| N. Y. Central & Hud. Riv. R. R | | | 8 | 16 17 |
| Detroit, Lansing, & L. M. R. R. | | | 16 | 31 44 |
| Cayuga Lake R. R. | | | 5 | 11 30 |
| Chicago, M., & St. P. R. R. | | | 5 | 10 77 |
| Det., El Riv. & Ills. R. R. | | | 7 | 17 26 |
| Chicago, Burl'n, & Q. R. R. | | | 5 | 9 43 |
| Conductors' Receipts | | | 1 | 1 86 |
| Mileago Tickets | 25,351½ | 14,356 61 | 1 | 2 00 |
| Excursion " | | 12,586 03 | 22,949½ | 11 421 43 |
| Military " | 5,283 | 2,795 92 | | 12,100 84 |
| Emigrant " | 1 | 40 | 1,472 | 781 50 |
| Joint Line Business | | | 1 | 1 63 |
| Freight Train Collections | | 3 382 74 | 117½ | 116 80 |
| Extra Baggage | | | | 6,771 62 |
| Express and Mail | | 31 15 | 626 | 224 15 |
| L. V. R. R. Co. for transportation of passengers between Wilkesbarro and L & B. Junction | | 17,026 17 | | 100 54 |
| Transportation of Circus | | 7,460 69 | | 14,315 77 |
| | | | | 7,734 02 |
| | | | | 106 00 |
| Totals | 190,309½ | $183,051 64 | 191,584 | $192,276 20 |

# FREIGHT TRANSPORTATION

## For year ending Nov. 30, 1873.

| DESCRIPTION. | 1872. | | 1873. | |
|---|---|---|---|---|
| | Tons. | Amount. | Tons. | Amount. |
| Lumber | 39,925.30 | $54,564 14 | 38,542.00 | $48,097 89 |
| Pig-iron | 4,773.36 | 7,533 31 | 3,886.59 | 5,283 00 |
| Iron ore | 230.00 | 300 70 | 485.24 | 464 91 |
| Railroad iron | 12,314.11 | 16,753.12 | 5,706.71 | 7,131 60 |
| Lime | 937.57 | 1,410 54 | 1,362.10 | 1,645 36 |
| Flag and building stone | 10,597.00 | 8,599 29 | 8,482.77 | 7,842 10 |
| Miscellaneous | 145,075.64 | 271,612 11 | 170,253.66 | 286,782 42 |
| Mileage | ..... | 26,220 26 | ..... | 41,594 84 |
| Milk | ..... | 2,584 87 | ..... | 2,596 64 |
| Trackage from Towanda Coal Co. "Merchandise" | 1,271.41 | 254 27 | 1,491.23 | 298 25 |
| Received from Lehigh Valley R. R. Co., for transportation of freight between Wilkesbarre and L. & B. Junction | ..... | 9,644 96 | ..... | 10,041 98 |
| Totals | 215,124.39 | $399,477 57 | 230,210.30 | $411,778 99 |

STATEMENT SHOWING DISTRIBUTION OF ANTHRACITE COAL

*Received during the year ending November 30, 1873.*

| DESTINATION. | Tons, 1872. | Tons, 1873. |
|---|---|---|
| Lackawanna & Bloomsburg Railroad | 1,100.04 | 1,443.05 |
| Lehigh Valley Railroad | 40,001.05 | 24,004.13 |
| Southern Central Railroad | 110,739.03 | 155,192.18 |
| Ithaca & Athens Railroad | 90,670.10 | 145,448.16 |
| Erie Railway, for shipment | 250,944.18 | 242,383.06 |
| Erie Railway, for Watkins | ..... | 13,280.10 |
| Chemung, Wellsburg & Elmira (by 3d rail) | 38,872.11 | 46,816.03 |
| Pennsylvania & New York Railroad, for use of Co | 24,109.02 | 26,027.14 |
| Coxton | 56.19 | 97.15 |
| Falling Springs | ..... | 11.06 |
| Ransom | 36.18 | 47.06 |
| Falls | 548 03 | 481.00 |
| La Grange | 91.02 | 177.09 |
| Tunkhannock | 4,293.03 | 4,132.04 |
| Tunkhannock for Montrose Railway | ..... | 2,724.06 |
| Vosburg | 95 05 | 136.15 |
| Mehoopany | 1,108.10 | 1.515.02 |
| Meshoppen | 1,549.07 | 1.820.10 |
| Black Walnut | 169.19 | 71.17 |
| Skinners' Eddy | 471.13 | 571.03 |
| Laceyville | 1,082.18 | 890.03 |
| Rocky Forest | ..... | 15.13 |
| Sugar Run | 154.13 | 50.08 |
| Wyalusing | 988.14 | 1,538.10 |
| Frenchtown | 200.19 | 302.06 |
| Rummerfield | ..... | 136.14 |
| Standing Stone | 405.10 | 507.06 |
| Wysauking | 871 00 | 933.02 |
| Towanda | 4,511.06 | 5,776.02 |
| Ulster | 428.11 | 588.06 |
| Milan | 339.10 | 353.03 |
| Athens | 2,241.03 | 2,820.15 |
| Sayre | ..... | 280.15 |
| Waverly | 4,855.00 | 4,796.14 |
| Total Tons | 580,937.16 | 685,373.15 |